



CONCEPTS ROLLOUT FREQUENTLY ASKED QUESTIONS

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1. WHY DO WE NEED A NEW TRANSPORTATION SYSTEM IN THIS STUDY AREA?

Preliminary analyses of projected population and job growth in the Mountain View Corridor (MVC) study area, indicate that travel demand over the next several years will increase to levels that will cause the existing road network to experience near gridlock conditions. Major transportation improvements are needed to accommodate future travel demand in the MVC.

2. WHEN WILL THE ENVIRONMENTAL IMPACT STUDY BE COMPLETED?

An environmental impact statement (EIS) is a large, complex document that incorporates several levels of analysis and public comment. The MVC EIS is estimated for completion in mid-2006.

3. WHEN WILL THE TRANSPORTATION IMPROVEMENTS BE BUILT?

Once the EIS is completed and if a build alternative is recommended, the next step will be to secure funding to construct the approved transportation facilities. When specific improvements will be built will depend on a number of factors, including the availability of funds and the priorities of the relevant state and federal agencies. Because no transportation improvements have been approved at this time, it is difficult to predict the build schedule.

4. WHICH AGENCIES WILL SET PRIORITIES FOR CONSTRUCTION?

Construction priorities will depend on what types of facilities are recommended in the completed EIS. For example, if the final approved project includes both highway and transit elements, construction of the highway elements would depend on funding and approvals by the Federal Highway Administration and the Utah Department of Transportation (UDOT) while construction of the transit elements would depend on funding and approvals by the Federal Transit Administration and the Utah Transit Authority (UTA). It is possible that construction will not begin immediately after approval of the EIS. It is also possible that all approved elements would not be constructed at the same time.

5. HOW MUCH WILL IT COST TO BUILD NEW TRANSPORTATION FACILITIES IN THE STUDY AREA?

Construction cost estimates are currently being developed for potential highway, transit, and trail improvements.

6. WHERE WILL THE FUNDS TO BUILD THESE FACILITIES COME FROM?

Funding will likely come from federal and state sources. Federal highway funds, administered by the Federal Highway Administration, would likely be used to help pay for any highway facilities. Transit facilities would likely be paid for by a combination of user-fares, state funds, and federal grants from the New Starts program, which is administered by the Federal Transit Administration. The exact details of paying for any approved facility will be determined as part of the final approval process.

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7. HOW IS THE MOUNTAIN VIEW CORRIDOR ENVIRONMENTAL IMPACT STATEMENT TEAM USING PUBLIC INPUT?

During the first year of the MVC study, hundreds of individuals submitted their suggestions and concerns. Suggestions were added to a list of potential transportation solutions and have been analyzed for their feasibility. The project team has developed a detailed log of the suggestions and why they are or are not included in the list of viable transportation solutions. Concerns, such as environmental preservation considerations, are logged and will be analyzed in determining potential impacts of the proposed transportation solutions. Public comments play an important role in determining the final recommended transportation solution.

8. WHAT COMMENTS HAVE YOU RECEIVED ON THE PROJECT SO FAR?

The MVC EIS team gathered more than 700 comments from 275 individuals during the first stage of the study. Public comments revealed important issues related to transportation needs and environmental setting in west Salt Lake County and northwest Utah County. Comments fell into three general categories: explanations of why transportation improvements are necessary, descriptions of desired transportation improvements, and concerns about the environment. Public input is encouraged throughout the three-year process. To see a summary of public comments received so far, read the "Public Involvement Report," which is available on the project website at udot.utah.gov/mountainview on the homepage.

9. WHAT IS SEQUENCING AND WHY IS IT IMPORTANT?

"Sequencing" refers to the order in which new transportation facilities are built. For instance, will a transit line be built before a road is constructed? The order in which the system is built may impact (1) how large each facility will need to be, (2) what kind of development will occur around the facility, and (3) which travel mode the public is more likely to use.

10. HOW WILL THE MVC EIS ADDRESS SEQUENCING?

The MVC EIS will examine the potential effects of different construction sequences by evaluating, for example, whether building a transit line before building a highway would reduce the need for a highway. That analysis is still underway, and the details will be released before the Draft Environmental Impact Statement is prepared in mid-2005.

11. HOW WILL THE EIS ADDRESS TRANSIT ALTERNATIVES?

The MVC EIS will examine a variety of travel modes, including transit, as potential transportation solutions in the study area. As detailed in the "Screening Report," which is available on the project website at udot.utah.gov/mountainview under "Public Info," a transit line along 5600 West is a component of the Salt Lake County alternatives to be considered for meeting projected travel demand in the study area. Bus Rapid Transit is incorporated in the Utah County concepts.

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12. WHAT IS ENVISION UTAH'S GROWTH CHOICES PROCESS AND HOW DOES IT RELATE TO THE MVC EIS?

To help achieve a common vision for transportation in the Mountain View Corridor, Envision Utah brought together a committee of stakeholders comprised of local jurisdictions, land owners, and conservation groups and asked them to jointly develop "Growth Choices" principles for the future of western Salt Lake County and northwest Utah County. Recognizing that different land use planning strategies can affect the need for different transportation facilities, and vice-versa, the Growth Choices process asked local officials to consider those trade-offs and to develop a consensus vision for transportation facilities supported by local land use plans.

The result of that process was the "Mountain View Vision Voluntary Agreement," which was signed by representatives from the stakeholder groups. The mayors agreed to recommend that their respective city councils incorporate principles from the Agreement into their master plans over the next three to nine months. As the city councils act on the Growth Choices vision, the MVC EIS will also incorporate the Agreement's principles into the underlying assumptions regarding local land use plans and transportation goals.

13. WILL THE EIS DISCUSS EXPANDING U-111 AT THE BASE OF THE OQUIRRH MOUNTAINS?

Preliminary analysis, as summarized in the "Screening Report," which is available on the project website at udot.utah.gov/mountainview under "Public Info," appears to confirm the findings of the Western Transportation Corridor study that improving U-111 would not address the transportation needs in the study area and therefore would not be an alternative to be considered in detail.

14. WILL THE EIS DISCUSS EXPANDING OR IMPROVING BANGERTEER HIGHWAY?

Preliminary analysis, as summarized in the "Screening Report," which is available on the project website at udot.utah.gov/mountainview under "Public Info," appears to confirm the findings of the Western Transportation Corridor study that Bangerter Highway is too far east to meet future travel demand in western Salt Lake County. At this point, it does not appear that expanding or improving Bangerter Highway will be an alternative that the EIS will consider in detail.

15. WILL THE EIS DISCUSS A FREEWAY ALONG THE WEST SIDE OF UTAH LAKE?

Preliminary analysis, as summarized in the "Screening Report," which is available on the project website at udot.utah.gov/mountainview under "Public Info," indicates that such a freeway would not address the travel demand in northwest Utah County. Based on that analysis, building a freeway on the west side of Utah Lake likely will not be an alternative considered in detail in the EIS.

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16. HOW WILL THIS PROJECT AFFECT PROPERTY VALUES?

At this point in the process it is impossible to predict which transportation facilities, if any, will be approved, which makes it difficult to answer specific questions about how property values may be impacted. In general, however, efficient transportation facilities tend to increase property values in a given area. Moreover, although it is too early to determine the land that would have to be acquired for any transportation facility, most major transportation projects require the acquisition of substantial amounts of land, often displacing homes and businesses. Property values of those properties are protected in a number of ways. In particular, UDOT uses four guidelines in property acquisition:

- Be courteous, fair, and protect the property right of Utah's citizens.
- Pay just compensation (fair market value) for the needed property.
- Comply with Title VI of the Civil Rights Act of 1964 and The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (the Uniform Act).
- Support a safe, reliable, and environmentally sensitive transportation system.

General information about property owner's rights and UDOT's acquisition, appraisal, and relocation process can be found on the UDOT website (udot.utah.gov) under the "Public" tab, "Project, Studies, and Future Plans" on the first drop-down menu, and "Property Rights and Acquisitions" on the second drop-down menu.

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